

Virginian-Pilot.

—BY THE—
VIRGINIAN AND PILOT PUBLISHING
COMPANY.

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WILLIAM S. WILKINSON, Treasurer.
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ING COMPANY.

TWELVE PAGES.

THURSDAY, DECEMBER 20, 1900.

THE RIDICULOUS POSITION OF THE BOARD OF TRADE.

On the 23d day of September last, a
Committee of the Board of Trade and
Business Men's Association (named,
in consequence of the Bell Telephone
Company's advance in rates, to look
into the question of telephone rentals
in this city and elsewhere), reported
that "An average rate of six cents
was \$38 for business and \$22 for resi-
dence 'phones, with unlimited service,
while other Virginia cities (with the
exception of Richmond, whose rates
are \$26 and \$24), are much lower." In
view of these facts and the fixed
maximum charge in the Southern
States franchise, the Committee of the
Board of Trade closed its report, above
referred to, with these words:

"It is also suggested that as tele-
phone companies are granted large
privileges by our city legislature that
all companies doing business in the
city should be placed under the same
restrictions, identically, and maximum
rates made to conform."

This report was transmitted to the
City Councils, which alone have the
power to "make maximum rates con-
form." It was a deliberate finding of
the Board of Trade Committee and
was adopted by the Board of Directors
of the Board of Trade. It was the
basis and the beginning of the fight,
to secure reasonable telephone rentals
for the people of this city; to induce
the city to keep its contract with the
Southern States Company; and fix the
same maximum charges for all tele-
phone companies doing business in the
city in accordance with the require-
ment of the city ordinance. The Board
of Trade threw down the gage of
battle, found the Bell Company guilty
of extortionate rates, and by its report
petitioned the City Councils that
"as telephone companies are granted large
privileges by our city legislature," "maxi-
mum charges be made to conform." The
City Councils took action that is now
as infamous as it is historic, refus-
ing point blank to fix reasonable
telephone rentals for all companies
alike.

Since relief from the City Councils
was not to be had, it was suggested
that a Mutual Telephone company
was the only remedy for the extortion
of the Bell Company. Again the Board
of Trade appointed a committee, this
time to look into the merits of the
Mutual company project. On Decem-
ber 15th that committee reported as
follows:

"Resolved, That it is the sense of
this committee that, while we think
that by united action on the part of
a great majority of telephone pa-
trons, a Mutual Telephone System
could be installed in this city that
could give the people good service and
be profitably maintained, yet we feel
that the project is of such a private
nature, and would, if consummated,
come into such sharp competition
with present vested rights in our city,
that it is beyond the province of the
Board of Trade and Business Men's
Association, either to endorse or op-
pose the same, and that we so report
back to the Board of Directors."

This report was duly adopted by the
Board of Directors. Observe now the
ridiculous position of the Board of
Trade. On September 22d, it found that
a telephone company was so much of
a PUBLIC NATURE that it petitioned
the Councils to make the maximum
rates of all telephone companies, con-
form in other words, fix telephone
rates in this city. On December the
15th it finds that a Mutual telephone

company is of such a "PRIVATE NA-
TURE" that the Board of Trade, as a
quasi public body, can not endorse or
approve it, because it would "come in
such sharp COMPETITION with pre-
sented rights."

The Committee of the Board of
Trade did not stop, is to be noted,
with declining to approve or disap-
prove of the prospectus of the pro-
posed People's Telephone Company,
but went on to lay down the general
principle that it could not give its
sanction to ANY TELEPHONE COM-
PANY that would "COME IN SHARP
COMPETITION WITH VESTED
RIGHTS." In other words, the Board
of Trade is on record as virtually op-
posed to telephone competition in this
city, for that is what this resolution
comes to.

The Virginian-Pilot is loth to be-
lieve that the Board of Directors
of the Board of Trade appreciated the
full meaning of this resolu-
tion, when they adopted it, or were
aware of its ridiculous inconsistency
with the previous attitude of the
Board of Trade, as shown in the re-
port adopted on September 22d. In
view of all the circumstances, it is
difficult to speak of the resolution
with patience or respect, and to put
the Board of Trade, as the official ex-
ponent of this city's business judg-
ment, in the proper light, the resolu-
tion should be rescinded.

OPPOSED TO COMPULSORY EDUCATION.

The labor convention at Louisville
did not incline to compulsory arbitra-
tion as a remedy for strikes. At the
conference of labor representatives and
employers at Chicago, this week, both
sides were outspoken in opposition to
compulsory arbitration. At a glance it
might seem strange that laboring men,
who have generally been willing to
arbitrate differences in strikes, should
have opposed arbitration as an authori-
tative method of adjusting such differ-
ences, but a closer examination will
show that it is natural that both the
laborer and the capitalist should be
unwilling to submit to compulsion.

It is not only that labor and capital,
each, believes itself strong enough to
maintain its rights if left free from
outside interference, and that each in-
stinctively fears that it will suffer at
the hands of arbitrators it has had no
direct voice in choosing, but rather
that compulsory arbitration is not pro-
posed so much in the interest of the
parties to a strike, as to the general
public. Experience has abundantly
shown that in the majority of strikes
it is not the strikers and their former
employers who suffer most, but the
general public which has no direct in-
terest with the one side or the other.
The recent strike of anthracite coal
miners, for example, has cost the con-
sumers of such coal dollars—where the
strikers and operators lost pennies. The
same was true of the strike last sum-
mer on the street railways of St. Louis.
The business of that city was virtually
paralyzed for weeks, thousands of in-
nocent citizens were put to inconveni-
ence and expense, and even their lives
were endangered, while they were pow-
erless to protect their rights or inter-
ests. It is this general public which,
finding itself punished without having
committed any offense, has demanded
some method of settling strike differ-
ences as a protection to itself. Such
being the factors in the case, it was
only natural that compulsory arbitra-
tion should have suggested itself, par-
ticularly as it has been successfully
tried in New Zealand. Now, however,
that representatives of capital and
labor have shown themselves unwilling
to accept compulsory arbitration, the
difficulties in the way of it are vastly
increased. As has been pointed out
before, it is doubtful that compulsory
arbitration would be possible in any
event under our Constitution, since it
involves compelling the laborer to work
for a given wage and the employer
to pay a given wage. If not compul-
sory arbitration, then what? Is the
State powerless to protect the rights of
innocent third parties who suffer by
reason of strikes? It is a knotty prob-
lem and one that, along with the
demolition of trusts, the statesmanship
of the country must find means of
solving.

A STEAMSHIP COMPANY ON THE SUBSIDY BILL.

Elsewhere the Virginian-Pilot gives
an open letter of Charles M. Taylor's
Sons, of Philadelphia, to Congress in
opposition to the ship subsidy bill, in
its present form. The firm in question
operate a line of eight trans-Atlantic
steamers and their letter will be found
interesting in showing that the bill is
so framed as to work specific injustice
to some steamship lines, while aiding
others. The firm contend that the sub-
sidy bill would actually cripple their
line and prevent the construction in
this country of new steamships they
now have in contemplation.

If this contention be correct and facts
are given to substantiate it, the sub-
sidy bill is not only class legislation,
in that it takes the money paid in taxes
by the whole people, and turns it over
as a bounty to steamship owners; but
it actually is so drawn as to discrimi-
nate in favor of a few steamship com-
panies, thereby building them up and
crippling their competitors. Messrs.
Taylor's Sons as operators of a trans-
Atlantic line are naturally in favor of
a subsidy bill, if so framed as to ad-
mit an equitable distribution of its
benefits, and their opposition to the
bill in its present form is sufficient to
show that it is "loaded" not only
against the tax-payer but against some
of the steamship lines as well.

We gather from their letter that Tay-

lor's Sons are operating foreign built
steamships that will not be admitted
to American registry under that clause
of the bill which cuts off all steamships
not "either engaged in trade from
United States ports on February 1st,
1899, and at that time either owned in
full, or in majority, by United States
citizens, or foreign ships under con-
tract for construction and copies of
such contract filed with the Secretary
of the Treasury on or before February
1st, 1899." They are, therefore, plead-
ing their own cause in objecting to this
provision, but that does not destroy the
force of the demonstrated fact that the
provision is a purely arbitrary one,
inserted to benefit a few steamship lines
which happen to be in a position to
comply with it. The objectors show
their good faith by suggesting that all
foreign built ships be excluded from
participation in the benefits of the bill,
adding: "As it is in its present form,
the Senate bill instead of serving to
promote American commerce, tends
really to stunt its development, except
through the medium of two or three favored
corporations, into whose hands the pro-
visions of the present bill very largely
divert its benefits."

The Virginian-Pilot regards the ship
subsidy bill as thoroughly vicious in
principle, but if it were all right in
principle it is clear that the pending
measure is so drawn as to constitute it
the rankest jobbery.

HISTORY'S MOST HEROIC STRUGGLE.

It is doubtful that ever in the history
of warfare, civilized or barbarous, a
more brilliant struggle has been made
against overwhelming odds than that
of the Boers in South Africa. We
Americans are inordinately proud of
the heroic fight that culminated in the
surrender of Cornwallis at Yorktown,
and the recognition of our independence
as a people. We have bragged of it a
good deal, we still brag of it, and with
justice. And yet if all the facts be
considered we shall have to admit that
our forefathers made no such fight as
the Boers are making.

When the revolutionary war was get-
ting under way General Howe had 25,-
000 men encamped on Staten Island.
That was, we believe, the largest force
ever collected at one point by the British
during the war. There were in this
country at that time about 3,000,000
Americans. At the outbreak of the war
in South Africa the population of the
two Boer republics was only about
1,220,000, of which more than half were
outlanders or negroes. America put in
the field during the revolutionary war
150,000 regulars and 160,000 volunteers.
It is estimated that first and last the
Boers have not had over 40,000 in the
field. At Brandywine Howe had 18,000
men and Washington 11,000; at the
Tugela River had 20,000 and Joubert
3,000. Burgoyne had about 9,000 men
at Saratoga; Methuen had 12,000 at
Magersfontein. Cornwallis surrendered
7,000 men at Yorktown; Washington
had 16,000 men, including 4,000 veteran
French troops. Lord Roberts had under
his command when Bloemfontein fell
over 200,000 men, about ten times as
many as any British general had dur-
ing the revolutionary war. Even the
English colonies have put 56,000 men in
the field to help the Mother Country
against the Boers.

And yet what do we find? After a
year and three months of war, during
which England has sent her best
troops, outnumbering the enemy ten to
one, and her ablest generals to South
Africa; after she has spent over \$500,-
000,000 on the war, has captured the
capitals of both republics and has an-
nexed the republics to her empire, she
finds her own territory invaded, her
troops routed and a column of her army
only escape capture by taking to their
heels! In courage, in tenacity, in un-
yielding heroism in the face of over-
whelming odds, where in history have
these Boers been equalled or surpassed?
And these are the people for whom the
American Government has not one
word of sympathy; these are they who
are held up to the world as unkempt
savages, fighting to maintain a dynam-
ic monopoly for the oppression of the
liberty-loving and generous British
miner, who only wanted an opportu-
nity for honest toil!

It is small wonder that the British
soldier in South Africa, realizing that
he is spilling his blood in furtherance
of a despicable conspiracy against the
liberty and property of such a people,
has lost heart.

THE ARGUMENT OF GRIGGS.

It would perhaps be unfair to Attor-
ney General Griggs to compare his ar-
gument, that the Constitution does not
follow the flag, with General Harrison's
argument that it does. Mr. Griggs is a
much younger man, with a great deal
more to learn, and has, moreover, de-
voted much more serious thoughts to
the rights of corporations than to the
rights of men or the Constitutional
guarantees of them. In charity, how-
ever, we should hope that the Associ-
ated Press dispatches did cruel things
to the argument of Mr. Griggs, other-
wise the Supreme Court will have to
trust mainly to its own researches in
determining whether the Constitution
follows the flag, or whether it stops
short at San Francisco, and bids duty
and destiny bon voyage on their giddy
course across the bounding Pacific.

Candor, however, compels the ad-
mission that there was one particularly
impressive feature about the speech of
Mr. Griggs. In the eloquent words of
the Associated Press reporter:

"He frequently emphasized his points
with resounding knocks on the table."

We are persuaded that this wealth of
digital demonstration was not lost up-
on the nine grave and reverend jus-
tices. The fistful argument has been

from time immemorial a favorite with
man when strenuous issues were at
stake, and less astute persons than the
Supreme Court Justices would have
been struck with the more than poetic
congruity of the "resounding knocks"
with which the learned and muscular
counsel, for benevolent assimilation,
maintained his cause. Indeed, we go
the length of saying that the "resound-
ing knock" has been the trademark of
this new cult, whether in the forum or
the field, from the very first; and it
would be but meet should the Supreme
Court, with one last "resounding
knock," send the new doctrine down
and out.

GENERAL PRESS COMMENTS.

OLD TIME VICTORIES. (New York Journal.)

Ex-President Cleveland has made
public his ideas upon the needs of the
Democratic party. He thinks that
what the party requires above all
things is "a return to first principles."
He adds:
"The cause of defeat, it strikes me,
is that the Democratic party has been
wandering off after strange gods. A
large mass of Democratic voters saw
this before the last election. They re-
mained quiet, but when the time came
to vote they said by their ballots 'This
is not Democracy,' and refused to sup-
port it. It is the duty of Democrats
everywhere to aid in the rehabilitation
of the party. With a sincere return
to Democratic doctrines the oldtime
victories of the Democratic party will
be won."

Let us see. If we are comparing de-
feats with "old time victories" in order
to get at their cause, of course we
ought to go back to the time when the
defeats began. The Democracy was
beaten in 1890, 1892, 1893, 1894 and 1896.
It was also beaten, just as badly, or
worse, in 1895, 1894 and 1895. Its last
victory came in 1892. In 1894 New York,
which had given 45,613 Democratic ma-
jority for President, gave 156,168 Re-
publican majority for Governor. Ohio,
which had been evidently divided in
1892, went Republican by 137,087. The
Republicans carried every Northern
State, and a Democratic plurality of 95
in the House was changed into a Re-
publican majority of 140.

What had happened between 1892 and
1894? Well, the most important event
was the inauguration of Grover Clevel-
land.

A HEALTHY REPUBLIC. (New York World.)

The report of Minister of Finance
Lombard of Mexico shows that the
"sister republic" is in a healthy condi-
tion. With one-seventh of the popula-
tion of the United States and one-
fourth the area, Mexico manages to
equalize her budget at a little more
than \$61,000,000. This represents a
large appropriation for internal im-
provements, mostly in the way of rail-
road subsidies, for an efficient army of
22,000 men, for an always extending
system of public education, for a suit-
able diplomatic, judicial, postal and
civil administration generally, and all
for about 40 per cent. of the City Vir-
ginia League's estimate of the cost of
running the city of New York.

In the past ten years Mexico has
doubled its revenues, doubled its ex-
ports, doubled the number of its facto-
ries and trebled the amount of its bank-
ing capital. It has done this very
largely by attending to its own busi-
ness, by neglecting the allurements of
the "strenuous life," the fascinations
of the "firing line of nations" and the
possibilities of a "colonial system."

A TREND OF THE TIMES. (New York Commercial.)

By a unanimous vote the House
Committee on Coinage, Weights and
Measures has reported favorably a bill
adopting the metric system in the
United States on and after January 1st,
1902. It remains to be seen, of course,
how Congress will treat the proposi-
tion thus recommended—whether it
will pass or defeat the measure. But
there can be no question as to the de-
sirability of a uniform system of
weights and measures throughout the
commercial world.

The adoption of the new system
would naturally give rise to some in-
conveniences, and it would have to
overcome the ingrained conservatism
of the business public; but a little in-
telligent instruction on the subject
would make the whole matter clear,
and the new system would speedily
commend itself to every thoughtful
mind as a long step in the right direc-
tion.

A GREAT SCHEME. (Richmond Dispatch.)

An article in the New York Tribune,
based upon the announcement of the
completion of the North Carolina ship
canal survey, presents some very in-
teresting facts and suggestions. As de-
fined by the survey, says the Tribune,
the route is from Norfolk, Va., through
the Dismal Swamp canal to Albemarle
sound, thence through either the Scup-
perswong river or Croatan sound to
Pamlico sound, and thence to Beaufort
through either Core sound or the
Neuse and Newport canal. The open-
ing of this route to navigation would
give a more direct passage from Nor-
folk to Beaufort than that afforded by
rail, and much more direct and far
safer than the outside water route
around Cape Hatteras. It would also
tap the Chowan, Roanoke, Tar and
Neuse rivers, and thus gridiron the
northeastern quarter of the State with
waterways.

Such a system of inland coast naviga-
tion, continues the Tribune, could
not well be extended much, if any, to
the south of Beaufort. Possibly Bogu-
e sound might be improved and util-
ized to Bogu Inlet, but beyond that
point there are no inland coast waters
that offer a promise of navigation until
the Indian river, in Florida, is reached.
True, there are numerous lagoons
between Bogu Inlet and Cape Fear
river, and the land is low, so that a
canal between Beaufort and Wilmington
might be constructed; and it would
not be impossible to continue it by the
way of the Waccamaw and Pee Dee
rivers to Georgetown, and thence by
way of the Wando to Charleston, and
so on to Savannah.

Northward from Norfolk, however,
adds our contemporary, there is clearer
sailing. The Chesapeake bay affords
a superb waterway almost up to the
Pennsylvania line, and from the head
of its navigable waters, it is only a
short distance by canal across sand-
flats to the Delaware river. The latter
is navigable by all craft at Philadel-
phia, and for vessels of considerable
size to Bordentown. From the latter
city there is canal navigation to the
Raritan, at New Brunswick, and
thence, of course, there is a fine inland
waterway to New York. From New
York there is a cross-country water-
way by the Hudson river and Erie ca-
anal to the whole system of the great
lakes and St. Lawrence river. There
is also the way up the coast, by Long
Island sound, to Buzzard's bay, and
thence, by the construction of a short
canal, to Cape Cod bay and Boston.

HAVE DISCONTINUED THE SOUTHERN BELL TELEPHONE.

THE LIST IS GROWING.

For the information of the public the Virginian-Pilot will
from day to day publish a list of the names of business houses
and residences that have discontinued the service of the
Southern Bell Telephone Company. If you have discontin-
ued, or intend to do so, please notify the Virginian-Pilot.

The following list of subscribers, who have ordered their
'phones' out, has been furnished the Virginian-Pilot:

- ARMSTRONG & BRAINARD, Real estate, 308 Main street.
AMES, BROWNLEY & HORNTAL, Dry goods and notions, Monticello
Hotel, corner Granby street and City Hall avenue.
EDWARD R. BAIRD, JR., Attorney at law, Lowenburg building.
A. BRINKLEY & CO., Wholesale grocers, 157 Water street.
A. BRINKLEY, Residence, 805 Court street, Portsmouth, Va.
CAPT. J. M. BURDEN, Grocer, Church and Nicholson streets.
W. LINDSAY BIBB, Attorney at law, 53 Granby street.
C. H. BULL & CO., Wholesale lumber, 511 Columbia Bldg.
C. H. BULL, Residence.
CHARLES J. BASSETT, Milliner, 386 Main street.
J. L. BUNTING, Grocer and ship chandler, corner Main and Mathew streets.
G. S. BRIGGS & CO., Wholesale lumber, rooms 504-508 Citizens' Bank bld'g.
C. BILLUPS, SON & CO., Manufacturers agricultural imp., 199-201 Water St.
BRAMBLETON LOCAL BOARD OF IMPROVEMENTS.
W. L. BROOKE & CO., Wholesale grocers and provisions, 81 Roanoke ave.
L. R. BRITT & CO., Wholesale grocers, 12 Nivison street.
CAPT. J. M. BURDEN, Grocer, Church and Nicholson streets.
D. CARPENTER, Furniture and carpets, 356 Main street.
D. CARPENTER, Residence.
COUPER MARBLE WORKS, 159 Bank street.
COURTLAND LUMBER CO., 602-603 Citizens' Bank building.
COLUMBIA PEANUT CO., 307-311 Water street.
CABLER'S BAKERY, 56 Bank street.
L. W. DAVIS, Wholesale tobacco and manufacturer of cigars, 94-96 Com-
mercial Place.
GEORGE W. DEY & SONS, General Insurance agents, 261 Main St.
S. DOZIER, Dry goods and notions, 206 Main street.
DUNCAN BROS., Wholesale and retail grocers, 41 Market Place.
R. J. DUNNING, Residence.
J. W. DEJARNETTE, Merchandise brokers, 148 Water street.
J. ENGLE & BRO., Hardware, cor. Main St. and Roanoke avenue.
E. B. FREEMAN & CO., Lumber manufacturers, 602-603 Citizens' Bank
building.
E. B. FREEMAN, Residence.
R. S. GODWIN & CO., Produce commission merchants, 75 Roanoke avenue.
F. L. GRANDY, Hay, grain and feed, 42 Roanoke avenue.
H. B. GOODRIDGE & CO., Wholesale grocers, 92-98 Water street.
T. W. GODWIN & CO., Proprietors Virginia Iron Works, 432-462 Water St.
J. S. GROVES CO., Wholesale fruit, produce and commission merchants, 39-
41 Roanoke square.
J. HARDY HENDREN, Marine notary, 51-53 Commercial Place.
HUDSON & BRO., Freight transportation, river, bay and sea towing, 68
Roanoke avenue.
CALEB HODGES, Grocer, corner Mosely and Chapel streets.
C. H. HOOVER, N. Y. Life Ins. Co., Citizens' Bank Bldg.
W. P. IVES & CO., Wholesale liquor dealers, 99 and 101 Commercial Place.
W. P. IVES, Residence, Portsmouth.
GALE JEWELRY CO., 310 Main street.
JOHNSON & DAUGHTREY, Wholesale commission, Roanoke Dock.
A. M. JOHNSON, Contractor and builder, 192 Bank street.
JESSE JONES & SON, Hay, grain and mill feed, 26-30 Roanoke Dock.
MRS. R. B. JONES, Residence.
KELLY & BORUM, Wholesale grocers, 38-40 Commerce street.
KELLY, THORNTON & WILLIAMS, plumbers, 174 Bank street.
J. W. LAWRENCE & SON, Commission merchants, 22 Commerce street.
DR. J. F. LYNCH, Office 201 Columbia building.
LAWRENCE & WELTON, Dry goods and notions, 218 Main street.
MOTTU, DEWITT & CO., Brokers, 31 Granby street.
F. E. NOTTINGHAM, Real estate and rental, Columbia Bldg.
NORFOLK BOAT CLUB, Foot Freemason street.
OLD DOMINION PAPER CO., Paper Dealers and printers, 98-100 Commer-
cial Place.
R. G. POLLARD, Commission merchants, 36 Roanoke Square.
J. W. PERRY & CO., Cotton factors and commission merchants, Fayette,
corner Lee, Southern Railway wharf.
J. W. PERRY, Residence.
THE PETERSBURG, NORFOLK & JAMES RIVER STEAMBOAT CO.
J. W. PEDIN & CO., Wholesale grocers, 49 Commercial Place.

Continued on Page 5.